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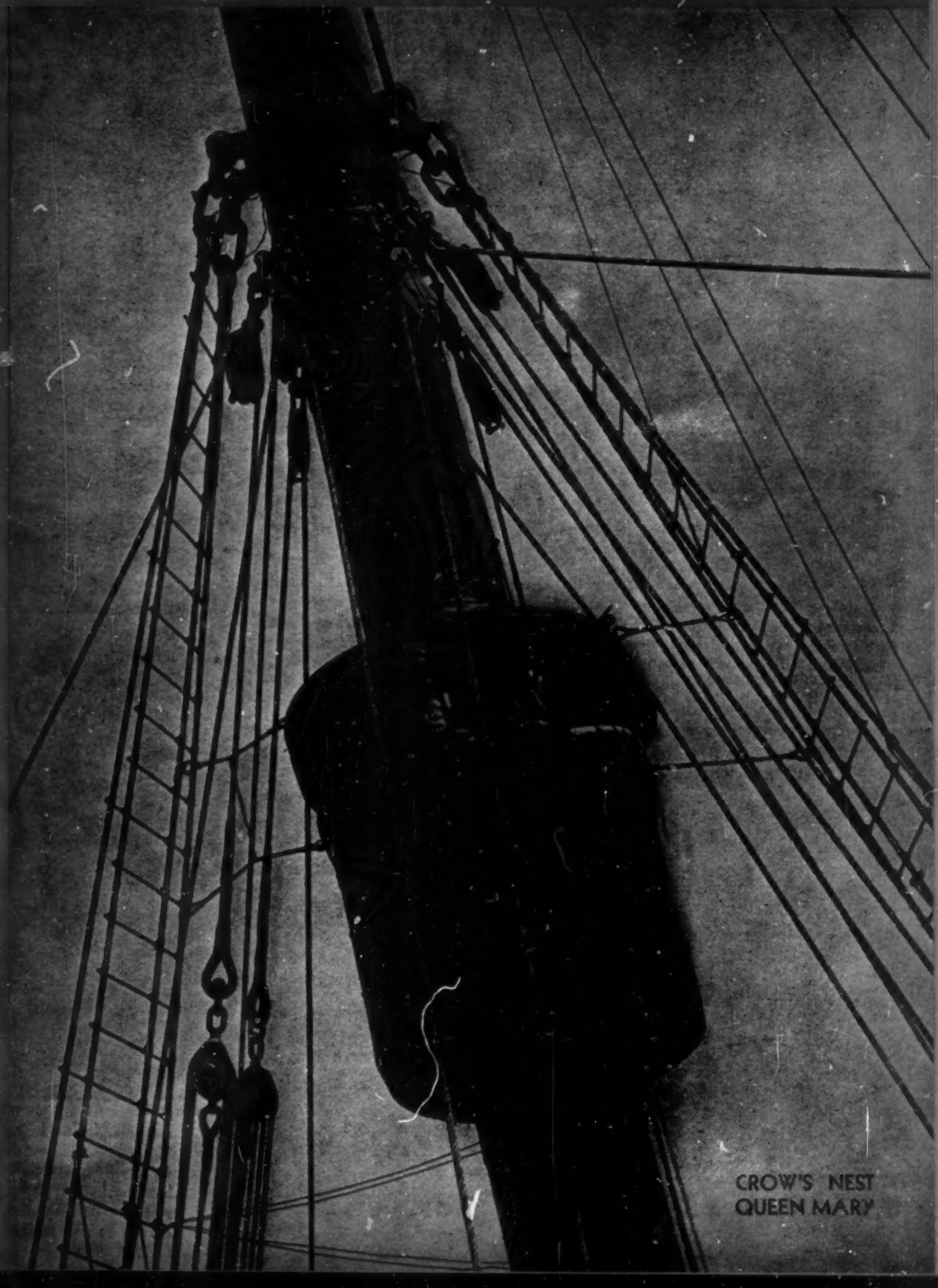
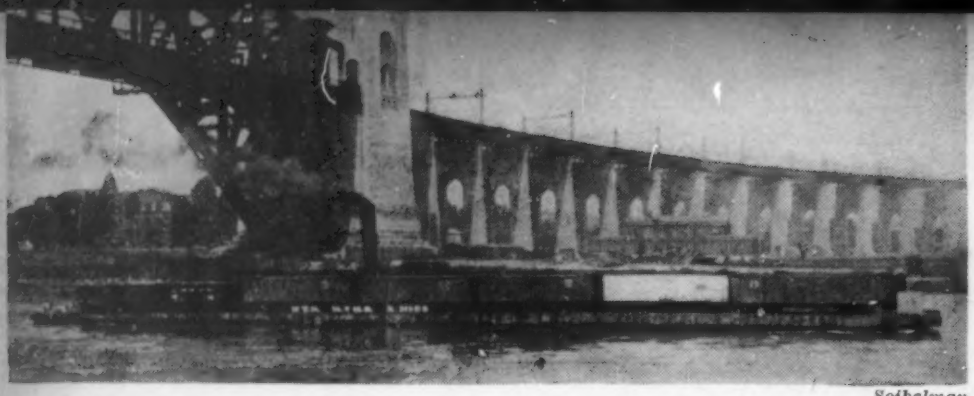
JUNIOR Scholastic

THIS ISSUE: SHIPS, WATERWAYS, SAILORS



CROW'S NEST
QUEEN MARY



Sotbelman

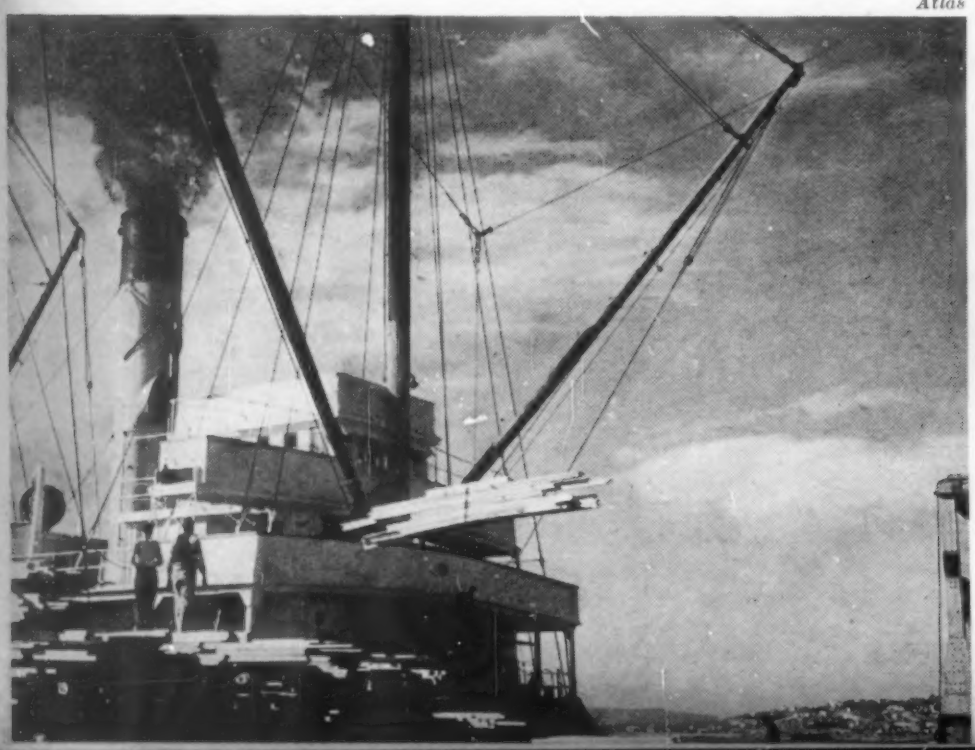
Wide World

THE WORLD AT WORK

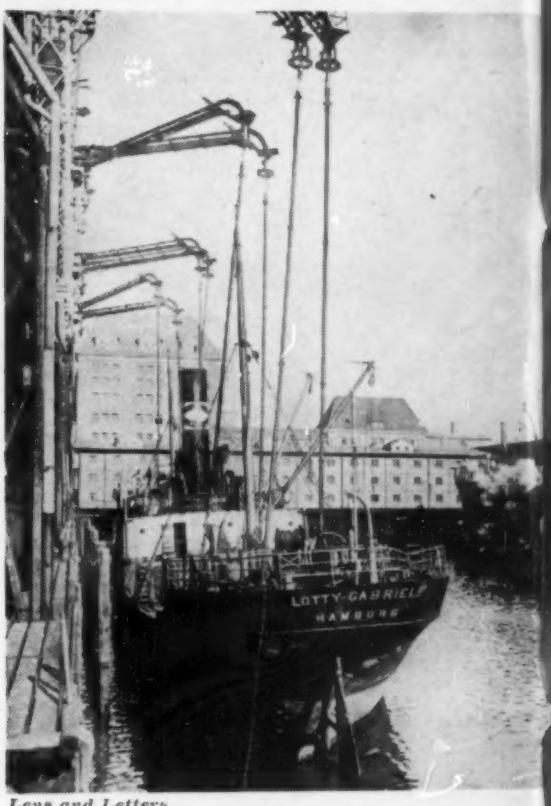
Junior Scholastic's Weekly Picture Page

PADDLE WHEEL boats are familiar sights on big rivers like the Mississippi, Ohio and Missouri. These boats push barges of coal, steel, cotton, grain and many other things from the river valleys. The boats are flat-bottomed and use paddle wheels so that they can pass over shallow parts of the river. Paddle-wheelers are also built to carry passengers, and in the old days did a great deal of this. If you want to know more about them read Mark Twain's "Life on the Mississippi."

Atlas

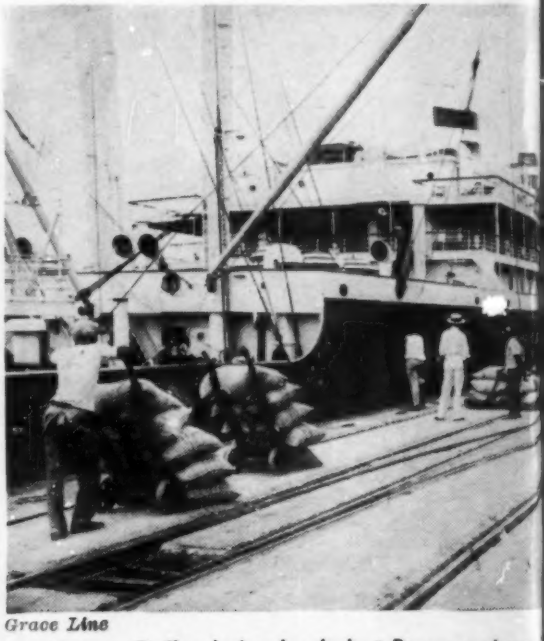


HERE on this page we see SHIPS AT WOR As you look at the pictures, think of the ma people who work SO THAT THE SHIPS CA WORK. Clerks, stenographers, officers, superi tendents, seamen, longshoremen and many othe provide the brain and muscle, without which t ships would be worthless. In the picture on the le you see FREIGHT CARS ON THE WATER. C ALMOST on it. They are on a big barge, which fastened to a powerful tug boat. This is a co mon sight on the rivers around New York Ci



Lens and Letters

The freight steamer "Lotty-Gabriel" taking on a at Hamburg, Germany. The oil is siphoned out o the big tanks. Look up the meaning of SIPHON

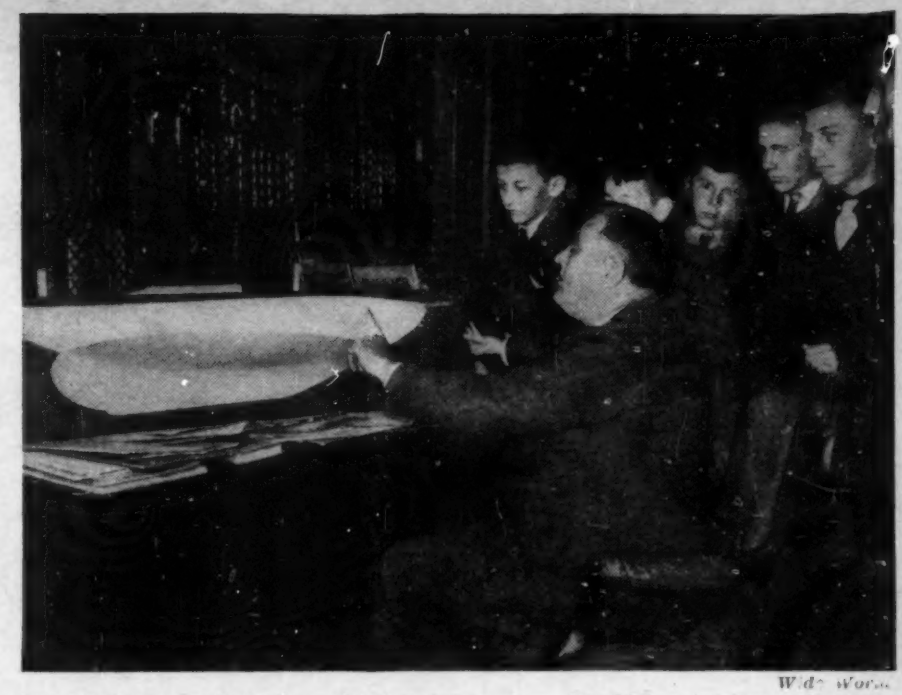


Grace Line

Above: Coffee being loaded at Buenaventura, Colombia. On your map, show how this boat will to reach New Orleans. The boat on the left is loading lumber from Oregon at San Diego, Ca After unloading some of the lumber, the boat go on to Galveston, Texas. What route will follow? How many days should she take?

Shipping Ahoy!

Think of the ocean. Then of ships and of what they carry.



Wide World

President Roosevelt "talking ship" with boys from Marblehead, Mass., who gave him the model of a yacht you see in the picture. The President loves to sail a boat.

WHEN you think of the ocean, what are some of the "pictures" that come up in your mind?

People who live near beaches think of the ocean as a good place to go bathing on a hot summer's day.

Others, when the ocean or sea is mentioned, first think of such things as: ships, rockbound coasts, lighthouses, whales, storms, huge waves, Davy Jones's locker, beautiful sunsets, fishing, coral reefs, far-off lands where you've always wanted to visit.

Try it on a friend sometime. Say to him: "Think of the ocean. All right, now tell me three things the ocean makes you think of."

If you tried this with President Roosevelt, his thoughts probably would be in this order: sailing, fishing, Joseph P. Kennedy.

As you know, President Roosevelt loves the sea. He knows ships, is a good sailor, enjoys fishing.

Big man for a big job

And how does Joseph P. Kennedy come into the picture, and who is he?

Mr. Kennedy has the most important job in connection with the sea that any man has ever had in our country.

He is the man President Roosevelt has put in charge of our country's commerce at sea.

The job is a new one. Congress authorized it, and gave President Roosevelt power to appoint someone to fill it. The President appointed Mr. Kennedy, and four other men* who will work with him. These men, with Mr. Kennedy at the head, are called *The United States Maritime Commission.*

Maritime means the *sea.*

Mr. Kennedy and his Commission will be in charge of our *commerce* at sea.

The two main things about sea commerce are, first, to have goods to sell to other countries; and, second, to have ships to carry these things from one country to another.

Our country has plenty to sell to other countries.

But we have had to depend more and more on ships of foreign countries to carry on our commerce. We have only 420 ships making regular trips to foreign countries. Many of these are too old. Others are in need of repair. We need new ones.

These ships that fly the American flag are called our *Merchant Marine.* Remember the name. And think of Joseph P. Kennedy as the new pilot who is steering our Merchant Marine.

Now, the ships that fly the American flag (signifying that they belong to our Merchant Marine) are not owned by our government. They are owned by ship companies.

It may seem odd to you that Congress and the President should use the money (400 millions of dollars) and the time to build up something that is not owned by the government.

But the government does this because most of the ship companies lose money. It costs them more to operate their business than they take in. The money they take in comes mostly from freight. Passenger fares amount to hardly anything, in comparison.

If the government did not give money to the ship companies, the companies would have to go out of business. Then our Merchant Marine would be in a worse plight than ever.

But some people do not think so.

These people do not want the government to give money to ship companies. They say that if the companies cannot "pay their own way," let them go out of business. It is not so necessary for ships to be owned by Americans, these people say. They say that it is just as well to carry on our commerce by using other countries' ships.

In Congress, there was a very big argument about this when the congressmen were debating the plan to have the Maritime Commission.

Some of the congressmen said that the government should start forming its own ship company, instead of giving the money to privately-owned companies. Just as the government owns and operates the Navy, they said.

But a majority of the members of Congress, and President Roosevelt, wanted to have it the other way.

The Commission is very careful about giving money to a ship company. The company must agree to abide by the rules which the Commission makes. Mr. Kennedy and his aides intend to make sure that the money will be used to build ships and improve service. The Commission says that the money must not be used by the company officials to make themselves rich.

As important to our Merchant Marine as ships are the men who work on the ships. Also the men who load and unload the ships.

These men are strongly organized in unions. (See "All Hands on Deck" on page 12.)

What will Mr. Kennedy do about these men and their unions?

*The four other members of the U. S. Maritime Commission are: Thomas M. Woodward, a lawyer; Edward C. Moran, former businessman; Admiral Emory S. Land, a naval engineer; and Admiral Henry A. Wiley.

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We Take a Trip on the QUEEN MARY

In the photograph below, we see the busy fleet of tugs moving the Queen Mary out into the channel of the North (Hudson) River, in New York Harbor. Ten tugs are actually working on the big liner, with three others puffing into place.

IF YOU had been a passenger on the first steamship to cross the Atlantic (the *Savannah*, in 1818), it would have taken you three weeks to make the crossing.

Today, the fastest liners will take you across in 4½ days.

The *Savannah* depended more on her sails than on her machinery. There was no telling when the machinery would break down, or when the coal would run short.

As a passenger on the *Savannah*, you would have been thankful for those sails.

But since *you* could not have been a passenger on anything 128 years ago, let us imagine that you are going with us today on a liner across the Atlantic.

What one shall we take? There are a dozen or more express liners, one almost as fast as the other. Besides these, there are a hundred others less speedy, but very comfortable and seaworthy ships.

Some people prefer the slower ships, because they want to be on the water longer.

They like to look at the sea. On land they are people who may be very busy and forced to hurry. When they get a chance to cross the ocean, they want to take "their sweet time."

But a young person, or a business man in a hurry, usually wants to take the fastest boat he can get.

We prepare for our trip

Let us take our trip on the *Queen Mary*, flagship of the Cunard White Star Line, the newest and speediest of the "floating palaces" which these boats resemble more than they do the craft Columbus sailed.

First thing, we'll need some money to buy our passage. The *Queen Mary*, like all the big express liners, has three classes: First class, second class (also called tourist class), and third class.

You can buy your ticket for any class, as long as you can pay for it. First class costs approximately $300; tourist class, $160; third class, $100. This is for one way, and includes your stateroom and all meals on board.

Many persons who could afford to pay for the first class ticket will buy the tourist class. There usually are more goodtimes in the tourist class.

When you go on an ocean trip, you must make all arrangements well ahead of time. You must allow several days so that you can talk it over with the travel agent, and so that he can get in touch with the ship line's main offices.

You must allow a few days more to get a passport. A passport is a small book, about the size of a savings-bank book, containing your photograph and the written permission of the United States government for you to leave the country.

Uncle Sam keeps track of his citizens abroad. If you don't have your passport, you cannot leave the country. Even if you did manage to sneak on the boat without a passport, and got across all right, you would not be able to get off the boat when it docked on the other side. Because the country where you land will want to see your passport.

You keep your passport with you wherever you go. In some countries, you have to show it even at hotels.

If all these matters have been arranged, let us pack our bags and go down to the pier in New York City where the *Queen Mary* is docked.

Arriving at the pier, our luggage (on which we have pasted special stickers containing our names) is taken aboard by the ship's porters. They deliver it to our stateroom.

Perhaps, right here, we'd better brush up on our nautical terms, so that, when we go aboard, we'll know the difference between fore (forward, toward the bow) and aft (back, toward the stern), and between port (left side, looking toward the bow) and starboard (right).

Amidships (this one is easier) are the *Queen Mary's* three big funnels, painted black and red. From her two masts fly many flags; some of which we should know: the Stars and Stripes, showing which country she's visiting; the Union Jack, showing she belongs to Great Britain; the Blue Peter, used on all liners to indicate they're ready for sea; the mail flag, marking her as an official mail carrier; and the house flag, with the name "Cunard White Star Line" printed on it.

Before we go aboard, we must show our tickets and passports to the inspection officer. Then we find our

way to the gangplank. A steward shows us down a long corridor with numbered doors, like a hotel, to our stateroom. Let's not waste much time now turning switches to find out which is the electric fan, and which the heat register. Or trying out other gadgets in the room. Let's go on deck. Let's look around the whole ship and see the many public rooms.

Each class has its own dining room, library, movie and game rooms. The *Queen Mary* has two swimming pools, one for first class passengers, and one for tourist class.

It will be great fun to ride one of the 21 elevators to the main deck, where in the hall we will find ourselves in a shopping center. Walking down the corridor we pass clothing and gift shops, and a banking office, just as though we were on a city street.

Perhaps we should go to the dining room now and reserve our table. By going early, we may choose the table we like best and decide whether we should like to be at the first or second sitting. The dining hours are divided into two periods, because there are too many passengers aboard for everyone to eat at the same time. We should also find the deck steward and reserve our deck-chair on the sun deck.

What's that? Sounds like a gong being banged. It is—the first signal for visitors to leave the boat. A ship's officer is shouting "all ashore that are going ashore." We'll stand by the rail and wave goodbye. A busy fleet of small tug-boats are surrounding the big liner. Pushing their noses against her, and pulling her by ropes, they look like Lilliputians trying to move Gulliver. But they will succeed. They stay on the job until they have backed the big liner out of the pier, and headed toward the open sea. (See picture on opposite page.)

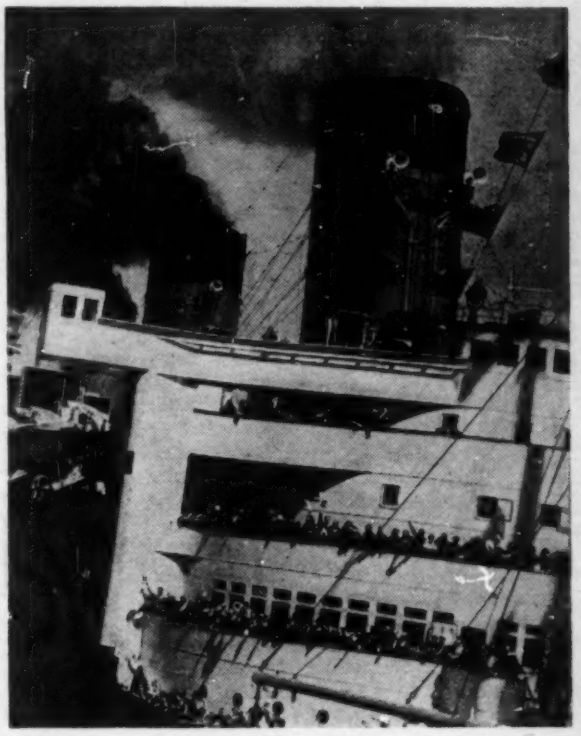
As soon as we have passed out of sight of the city, most of the passengers will go below to unpack. But let's wait to see the pilot get off. In big harbors, a special pilot boards the ship to steer her until she is clear of the harbor. As we pass out of the harbor, a small boat comes alongside, and the pilot climbs down a Jacob's ladder and gets into the little boat.

Now we are in the hands of the captain and his crew. If we were in the navigating bridge which is high above, near the bow, we would see the captain and his men at work in the wheelhouse. The captain in his dark blue uniform with four gold stripes and a small gold anchor on the sleeve would probably be looking out to sea. If it is foggy weather, he will stay on duty day and night. The lookout men would be in the crow's nest, high on the mast, and the helmsman, or quartermaster, would be at the wheel, keeping his eye on the gyro-compass. Perhaps the captain has gone into the chart room. Here are large maps and charts showing depth of water, strong currents, coast line, radio stations and lighthouses.

But come, we must go to our stateroom, unpack and get ready for dinner. Afterwards there will be movies or dancing, games or a walk on deck. In our stateroom we notice a sign, explaining how to use the life preservers under the bed and the red arrows in the corridors pointing to the motor lifeboats on the sun deck.

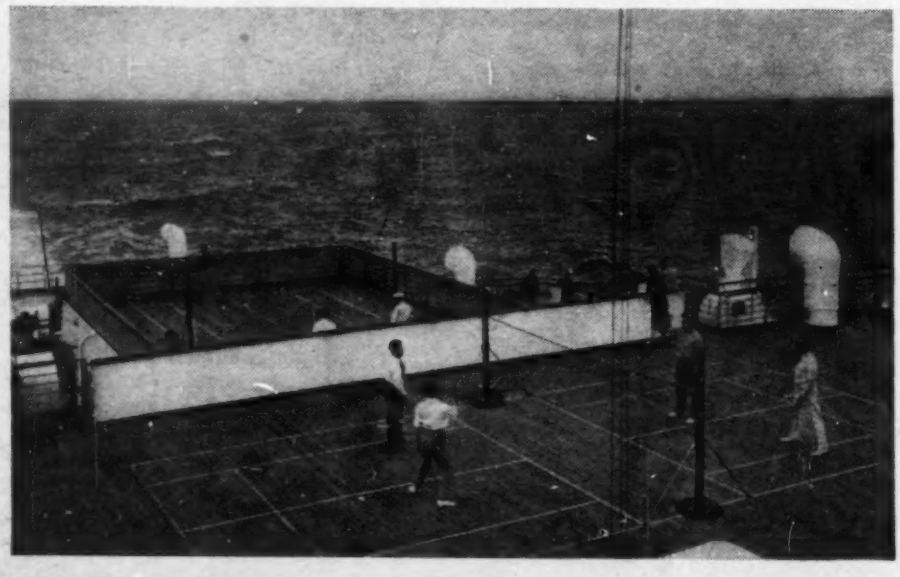
It will be difficult for us to find our way about such a large liner. The *Queen Mary* makes it easier. As we go along the corridors, we will see charts of the boat with red arrows pointing to the spot we're on and the helpful words "You Are Here."

In the dining room we will be shown to our table, where we will sit for all our meals. If we make friends with the head steward, we may be able to go into the kitchen and see how food is kept fresh and plentiful for the 40,000 meals which will be served during the voyage.



Right: Waving goodbye! The passengers line the rails, waving and shouting as the ship begins moving down the harbor under her own steam.

Below: Deck games are a popular pastime. Here we see two Deck Tennis games. The players catch and throw a rubber ring over the net. The game is a little like tennis and a little like volleyball.



There are many rooms and places for recreation on board. Fortunately, all the passengers do not choose to swim, play deck tennis, shuffleboard, ping-pong, or use the gym at the same time.

A trip to the engine room! Now we'll see what makes the boat churn through the waters of the ocean. First we must go down, down, down seemingly to the bottom of the sea. We enter a small door and see machinery to the right of us, left of us, and even machinery under the grating we're standing on. Everywhere men are working, some polishing metal to keep it spic and span. The chief engineer will show us the control board which looks like an enormous automobile dash board. It

Turn to page 14

Let's Read

A Page About Books by

Helen M. Burgess

Junior Scholastic Literary Editor

*Glory of the Sea,** by Agnes D. Hewes. You can guess from the title of this book that it is a tale of the great days of the Clipper Ships. The *Flying Cloud* has just made her remarkable record of 89 days from New York to San Francisco around the Horn. Nothing like that had ever happened before. People talk of nothing else. John Seagrave, recently graduated from Harvard College, is a clerk in a counting house and he is particularly excited by the news. He lives with his Uncle Asa Wentworth on Beacon Hill, and that night at dinner they continue to discuss the great event.

"Well," he laughed, when Asa had joined him and they had sat down to the table, "the waterfront has gone clipper-ship mad! Everybody says that the shipping business from top to bottom is going to take a new start on account of the *Cloud's* record."

"Not only the shipping business, but all business," the Judge affirmed, as he passed John a dish of succotash, and then filled his own plate. "Now that the San Francisco merchants know they can get goods delivered in three months from the time they leave Atlantic ports, they're not going to put up with anything less than top speed!"

"And of course that means more clipper ships," John put in. "And shipyards going full blast!"

"And shops and mills as well," his uncle added. "With ninety-odd thousand humans clamoring for clothes and food out in San Francisco, and willing to pay anything for them, it looks to me as if the factories on this side of the continent would run the clock around, and ships never stop loading!"

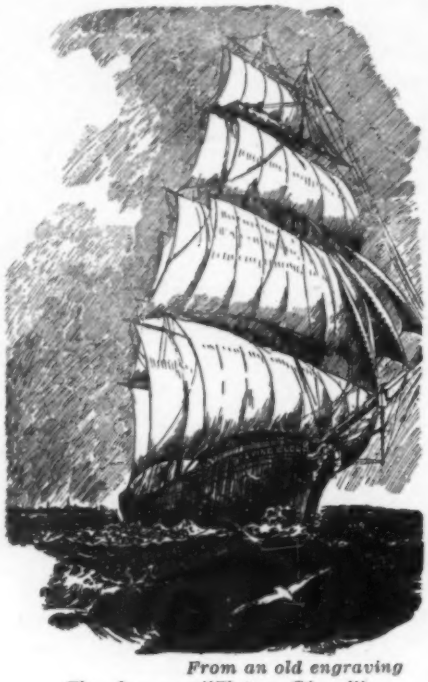
"As for the rivalry between New York and Boston, neither you nor any of us New Englanders must forget that it was a New York man who designed the first real clipper ship—John Griffeths. Of course, he designed the *Sea Witch*, too."

"True enough!" John exclaimed. "Do you remember," he added in a lowered tone, "how much father talked about Mr. Griffeths that last time he was ashore? I was too young to take it all in, but I can see him now, whittling out a clipper hull and explaining the difference between sharp bows and bluff ones—while I sat on the sofa between you and him!"

For some moments neither spoke. John's thoughts had gone back to the last time he had seen his father—never dreaming that it would be the last. As though it were yesterday he could remember the day that Asa, in a voice that now and then broke, told him that his father would never again come home; that his ship "with all aboard," had gone down in a typhoon in the China Sea.

"Yes," Asa said at last, "he was one of the few who believed in Griffeths from the first. So was Donald McKay—years ago when McKay was working in a New York shipyard. Griffeths was draughtsman then for Smith & Dimon, and everyone, but just a handful, was laughing at his ideas."

"No one is laughing at them now! From the talk I heard, it seems as if every firm in Boston—except ours—was placing orders for a clipper ship."



From an old engraving

The famous "Flying Cloud"

"It didn't happen all at once, though, Jim. Griffeths had a long fight before he could convince folks that there was more speed in sharp ends than in blunt. But when his *Sea Witch* broke all records with her ninety-seven day run to San Francisco, there were some who were ready to admit there was something in his ideas. But it took Sam Hall's *Surprise*, from over here in East Boston, and McKay's *Cloud*, to finally win the case for the clipper ship!"

"Mr. Barth was saying today," John broke in, "that the *Cloud* would always get the credit for the new sailing time to San Francisco. But he didn't forget that it was the *Sea Witch* that started the cry for speed!"

"It was the California gold rush started the cry for speed!" his uncle amended. "To be sure," smiling at John's puzzled face, "the *Sea Witch* did put the idea into their heads, but it's those San Francisco merchants' demand for nothing less than the quickest supply of their needs that is making our shipyards hum."

"You actually mean, Uncle, that these new clipper ships wouldn't have been but for the California trade?"

"That pretty well expresses it. It certainly brought about their present superb perfection."

"And yet all Mr. Pinckney can see in a clipper ship is a quarrel between bluff bows and sharp! The old fossil can't see that clipper ships mean—*money!*"

Even as John spoke, a memory flashed over him of someone who had rated a clipper ship in other terms than money. "She was the gladdest thing I ever saw," he recalled, with a friendly little stir in his heart.

"Joe Pinckney doesn't yet sense the full meaning of the clipper ships." Asa Wentworth folded his napkin, pushed back his chair from the table, and sat thoughtfully staring before him. "He doesn't sense," he continued in a low voice as if musing aloud, "that they're the very messengers of Destiny!"

"Messengers of Destiny?" John repeated in a puzzled voice, and had started to ask what that meant, when the knocker of the front door broke in on him.

•

Boston in the days of the Clipper Ships and the Fugitive Slave Act is the background for this story. It is an exciting one with strange, mysterious happenings. Some of you may find it rather hard to read, for it is really meant for older boys and girls. Try it and see.

An easier one, just as exciting, is *Try All Ports*, by Elinor Whitney. Martin Bedford, a young English lad, has come to Boston from England in search of information about his grandmother. If he can find certain records he can establish a claim to an inheritance. While he is searching for these records, he works in a shipping office owned by Mr. Enoch Train. One of Mr. Train's closest friends is Donald McKay the great ship builder. Here we see the launching of the clipper *Daniel Webster*. The famous statesman himself comes to christen the ship. You will also enjoy meeting Martin's American friends, a young boy, Chuck Briscoe and his monkey, and Deborah Wrenn who is able to help him in his search for the important records.

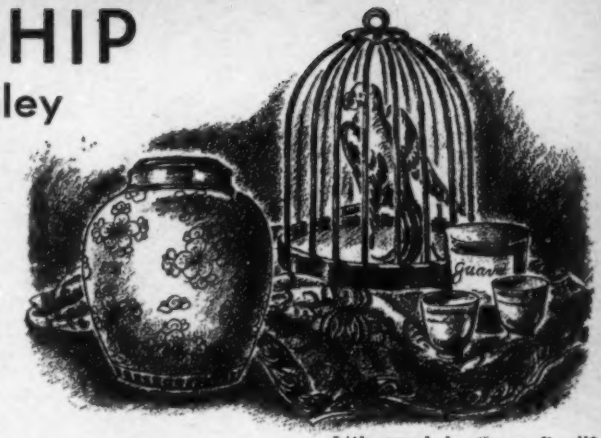
If, like the boy, Paradise Benny, in *Glory of the Sea*, you feel that clipper ships were the "gladdest things alive" you will want to read—*Some Famous Sailing Ships and Their Builder, Donald McKay* by R. C. McKay.

Here are the names of two other books you might want to read. Both of them have something interesting to say about clipper ships and the men who sailed them. They are: *Wooden Ships and Iron Men* by Frederick W. Wallace and *Ships and Sailors* by Stanley Rogers.

* Published by Alfred A. Knopf, Inc. Quotation used by permission of the publishers.

CHRISTMAS SHIP

By Carolyn Sherwin Bailey



*Lithograph by Grace Paull**

AS George Lee and his best friend Amy approached the waterfront, the summer perfumes of sun-drenched honeysuckle and roses were drowned in the fragrant scent of the wood the shipbuilders were sawing and carving. The little shops along Essex Street of old Salem, Massachusetts, into which they peered, window-shopping for rock candy and cinnamon sticks, gave way to those of the shipchandlers. Here were the sailmakers, who sat cross-legged on long tables, stitching tough canvas with thimbles fastened in the middle of their palms. Here stood the warehouses where ships' cargoes were stored, and the counting houses where bills of lading for the merchant ships were written and money was paid and taken in.

It was the year 1786, and the ships of Salem, built in the yards along the wharves, were famous in all the ports of the world. Amy was the daughter of a Salem merchant, and George was the twelve-year-old son of Captain Thomas Lee of that town. The two liked nothing better than to watch the workmen in Captain Enos Briggs's shipyard, toward which they were now heading—a boy in sailor blue and a girl in flowered calico, children born beside, and lovers of, the sea.

"Meeting the pungent odors that flowed from the wharves, Amy tilted her small nose and sniffed delightedly. "I sat for an hour in father's office yesterday on his high stool, reading the ships' bills at his desk," she told George. "Oh, but the ports our ships touch must be curious! China, for example."

"My mother's blue Canton tea set, with cups like big bowls, and the sugar jar with a silver boar's head for a handle, came from China," George said.

"And my Canton beads," added Amy. "They are made, father said, of dull blue clay, but there is silver sprinkled in each bead like star dust. They have a strong sweet perfume when I wear them."

"And my Chinese picture book," George said, "made of rice paper, with little mandarins walking in blue and yellow in the sky, above the heads of jugglers tossing yellow balls and ladies carrying colored umbrellas!"

"My grandmother has a great Canton sweetmeat jar, blue china with a cover of silver and filled with preserved ginger," Amy boasted. "And my father ordered a Chinese shawl last year for mother; it is of white silk with lilies embroidered in silver. She has another shawl too, a scarlet camel's hair one covered all over with a pattern of yellow palm leaves."

"The camel's hair shawl came from Arabia, I venture to say," George explained, "along with a cargo of coffee, gum copal, dates, ivory, and hemp."

"Think of the Indies!" Amy sighed. "I visit them when I listen to the screaming of my little green parrot or taste our guava jelly spread on a muffin for tea."

"India burns my tongue with hot curry powder my father likes mixed so heavily in his rice and chicken," George said laughing. "He knows islands where monkeys live like people in the forests, and where black tamarinds grow. Sugar and indigo come from the Indies. From Italy he brings home salt and figs, raisins, lemons, and rare woods."

"It is said," Amy went on, smacking her lips, "that the ship *Belisarius* once brought ten thousand pounds of rock candy to Salem from Calcutta. Well, here we are at Captain Briggs's shipyard. Do you think that we may go in, George?"

"Only if we hide," George told her. "Children are not welcome here, for they meddle with the blocks of wood and the shavings. But this is the noon hour and the yard is empty. Quick! We will play among the figureheads until the carvers return from their dinner."

They slipped inside the gate of the shipyard, ran past the great frameworks of half-built ships, past the long masts, the litter of tools, chips, logs, and planks, until they came to a part of the yard that looked like a scene from a wonder tale. There stood a wooden Indian; beside the Indian was a Scotch Highlander in kilts, playing his bagpipes with wooden hands. A carved angel with a trumpet had been covered with precious gold leaf. Neptune, ruler of the ocean, towered above a Salem witch. George Washington stood between a great wooden eagle and a dolphin. A group of saints waited apart in one corner of the little street of the carvers.

The children went up and down among the figureheads, touching their wonderfully carved forms with reverence. Designed by seafarers, hand-tooled to the smallest feather and lock of hair, no ship sailed from Salem without one. The figurehead, fastened to the ship's bow, was the vessel's guide and protector, taking her safely to port through calm and storm.

"I am sure I could carve if I had the chance," George said. He picked up a block of the solid white oak that the carvers used, and began to draw upon it with a piece of chalk. "The out-standing parts like this arm, a trumpet, Neptune's trident, a spear, or George Washington's sword, are carved separately. They are made to screw onto the figure so that they can be unscrewed at sea and taken off if there is a bad storm. They are put on again when the vessel rides into port.

"You have to get the rake of the ship's bow," he went on. "Then you set up your block of wood so that when you finish your carving the figurehead will fit in with the general rake of the stern, and the vessel's fore-and-aft lines."

"You are clever, George," Amy said. She was posed beside a tall figurehead with flowing draperies and a wreath of laurel on the long hair.

"Oh, so-so!" George replied, watching Amy out of the corner of his eye as he continued to draw.

The salt air, the half-alive figures that surrounded the boy and girl, wove a magic spell. They felt themselves skimming blue waves at the bow of a ship, leaving the little home town of Salem behind, rolling into a horizon beyond which lay the wonder places whose names were familiar to them. Zanzibar, Calcutta, Singapore, Madrid—would the flying figurehead take them safely there and home again?

Amy, leaning against the figure,

*The lithograph illustrations are from the book *Children of the Handicrafts* by Carolyn Sherwin Bailey, from which this story "Christmas Ship" is reprinted. By permission of The Viking Press, publishers.

dreamed silently, George, his chalk drawing finished, took up a sharp knife from among the carving tools the workmen had left and cut into the white, grained surface of the block of wood. It had been an hour, although a short one, when a warning sound startled the children. In through the shipyard gate streamed the workmen. A firm hand on George's shoulder made him drop his knife and look up a little defiantly. Captain Enos Briggs himself, one of the great among old Salem's seafarers and the proprietor of the shipyard, shook the boy violently.

"Meddling again, you young rascal!" he shouted. "Don't you know children are forbidden here? It's even more amiss to dull a carver's sharp tools! And you the son of a sea-captain, George!"

George pulled himself loose of the captain's grip. "That is why I like your shipyard, Captain Briggs," he protested. "I want to make a figurehead to carry a fast ship to foreign parts. I can carve, if I have a little teaching and a chance at the wood."

Amy, who knew that her gay smile could charm Captain Briggs into a good humor any day, was bending over George's chalk drawing. She held it up. "Look!" she exclaimed. "George has drawn a likeness of me, but wearing a long and flowing dress, and a wreath of laurel on the hair."

Captain Briggs took the block of wood and studied the face which George had begun to carve. His weathered, frowning countenance wrinkled into a smile. "A good likeness of Amy!" he exclaimed. "And a sure knife stroke in the carving. You can handle a tool, George Lee." He thought a moment. "This must be kept a secret though," he said finally. "I doubt if the likeness of a little Salem lass ever rode as a figurehead on the prow of a ship. But the *Juno* is ready to launch, all but her figurehead. If you will work out your apprenticeship honestly, George, and your father gives his permission, you may come to work tomorrow under my instruction, and finish your carving of young Amy here to adorn the *Juno*."

George served his apprenticeship in wood carving well. In those days a boy was ready to go to sea at fourteen or fifteen years, and as George drew and painstakingly tooled the wooden figures that were the distinguishing mark of every vessel that sailed from Salem, he felt that he was sharing in the vast sea trade our swift sailing vessels were establishing. The *Juno*, with Amy's likeness carved on the figurehead, was safely launched that year and sailed off.

Lithograph by Grace Paull

Winter, spring, autumn, and another winter came to the little town. Amy was then ten years old, and helping her mother prepare for Christmas. It was celebrated simply in Salem homes, but Amy was expecting George Lee to help her with the decorations. When the rich fruit and spice cakes were made, she planned to meet him for some holiday shopping. George would sail away as a young seaman soon. She knew this might be their last Christmas together.

Amy put on her fur-lined hood and cape and started out to meet George on Essex Street. Salem might disapprove of Christmas gayety, but not the plump little man on Essex Street, whose shop beneath its wooden awning was like an enchanted cavern. Amy ran toward his corner. . . . The plump little shopkeeper came out to greet her, rubbing his hands together in satisfaction and good cheer.

• • •

The dusk of Christmas Eve had settled down as Amy lingered in Salem's Christmas shop. "I wonder where George is?" she said at last. "He was to have met me here long ago."

"There was a rumor this morning," the shopkeeper told her, "that a ship had been sighted. She was having trouble with the heavy sea. The town boys are all out watching for her. There is a prize of money, you know, Amy, for the Salem boy who first sights a ship riding in from a voyage to the Orient."

They went out and stood in the snow, which had begun to drift softly down on the evergreens that curtained the wooden shelter of the shop. Down Essex Street they spied a twinkling light, approaching, growing brighter until they saw a brass lantern throwing its beams of light along the snow. A boy in a warm blue ulster and knitted cap and muffler carried the lantern, running, and shouting as he came.

"First sight of a ship!" The *Juno* is in from India with a cargo for Christmas! First sight of the *Juno!* Christmas ship!"

"It's George Lee!" Amy shouted, running to meet him.

The keeper of the Christmas shop smiled wisely as he laid out the pile of wreaths to be delivered at Amy's house. "A seaman's son, George Lee," he said, chuckling. "He will have a ship of his own one of these days, and he'll never let a meeting with a lass keep him from his duty. Amy will always have to wait until his ship comes home to Salem."

At Christmas dinner at Amy's house, everyone admired the gifts the captain of the *Juno* had brought George and Amy.

As Amy's father carved the Christmas turkey and heaped the blue Canton plates, he said, "A fine ship, the *Juno!* It has been remarked down at the wharf that her figurehead would bear a striking likeness to our Amy here, were she dressed like an angel, with her hair let loose from those long braids."

There was silence at the table. It was George and Amy's secret, and that of Captain Enos Briggs. George spoke at last.

"I'll be taking out my sailing papers in the New Year," he said, "perhaps for the *Juno*."

"I am going too," said Amy firmly. And everyone laughed, for then the secret of the figurehead was out.

Reprinted from Children of the Handcrafts *by Carolyn Sherwin Bailey. By permission of the Viking Press, Inc., publishers.*

"PIRATES" ON A WATER HIGHWAY

Submarines Sink Ships in the Mediterranean Sea

PIRATES are at sea again. During the past few weeks, ships on the Mediterranean Sea have been attacked by unknown submarines. Two Russian ships and one English one were hit by torpedoes and sunk. Several other ships just missed being hit.

Whose submarines are doing this horrible destruction, and why are they called "pirates"?

The submarines are certainly not owned or operated by pirates, in the old meaning of the word "pirates." These submarines belong to some big country around the Mediterranean Sea. Just which country they belong to is not certain.

Russia accuses Italy of being the "pirates."

Mussolini, dictator of Italy, denies it.

If the submarines don't belong to Italy, to which country do they belong? They certainly are owned by *some* country. Private companies and private individuals don't own submarines.

So, these submarine attacks on merchant ships are called "piracy," because the responsibility for them is not definitely known.

The piracy and sinkings of ships have aroused the anger of England, France and Russia.

The Mediterranean Sea is one of the great water highways of the world. It is Europe's greatest. (See map below.) All the countries of the world use it in sending goods to European countries. And European countries use it in sending goods to Turkey, Arabia, Persia, India, Australia, China, etc. So, you can see why the European countries want to keep the Mediterranean safe for shipping.

The Mediterranean is extremely important to England, because it is the route that links England's far-flung Empire. To get to India and Australia, England uses the Mediterranean and the Suez Canal.

Italy is generally suspected of owning the submarines, because she has a reason for wanting to interfere with certain ships in the Mediterranean.

These certain ships are the ones that carry goods to Loyalist Spain. Follow closely, and you will see why Italy wants to hurt Loyalist Spain.

The Spanish civil war has been going on for more than a year. Two groups in Spain are fighting each other. One side is called the Loyalists; the other side is called the Rebels.

Both Italy and Germany have been sending troops, airplanes and materials to the Spanish Rebels. Italy and Germany have fascist governments. They believe that, if the Spanish Rebels win the Spanish civil war, the government of Spain would become fascist.

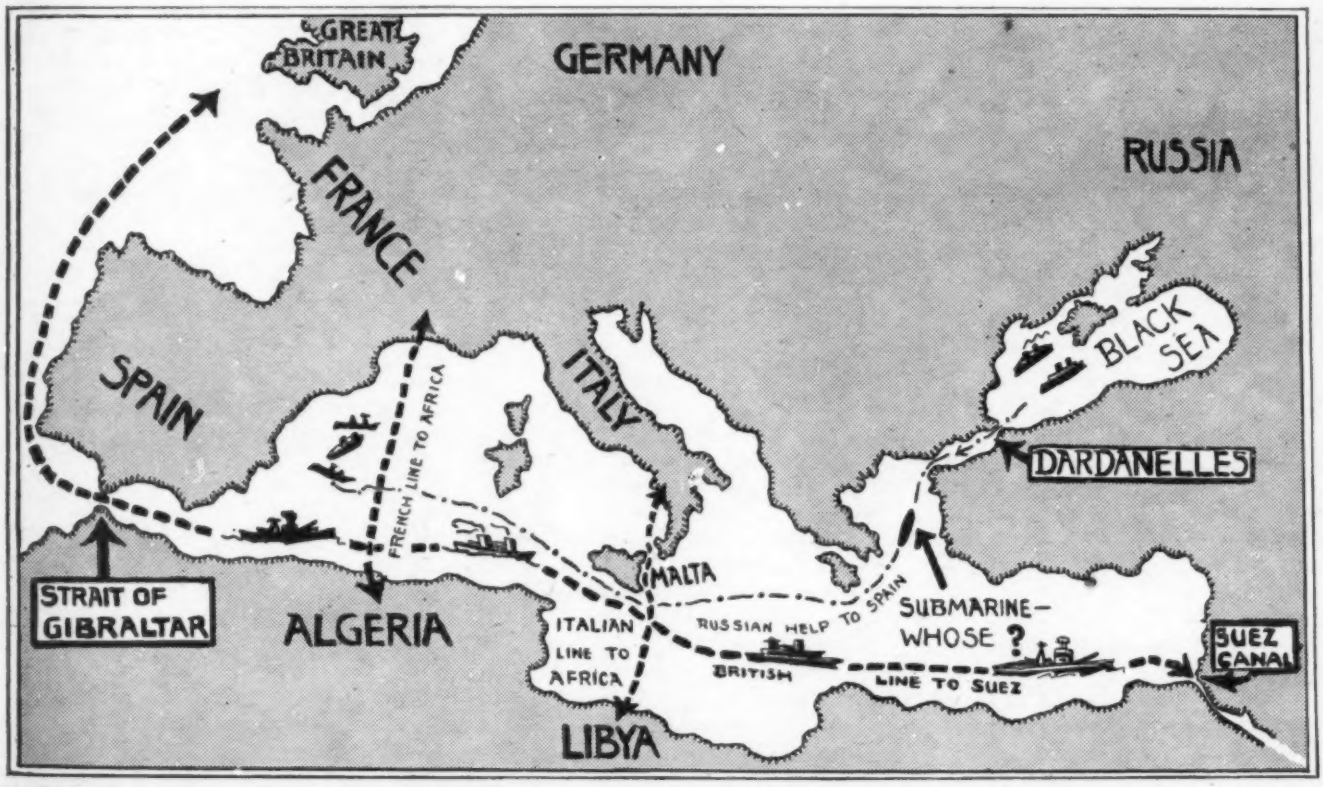
Russia wants the Loyalists to win. She has been helping them by sending them supplies. Russia has a communist government and is a strong enemy of fascism. The Russians don't want fascism to take hold in Spain.

England and France cannot decide whether to favor the Loyalists or the Rebels. England and France believe that the Loyalists, if they win the war, would set up a communist government instead of keeping their democratic one. England and France are opposed both to fascism and to communism.

Also, England and France are afraid that this civil war in Spain might become a general war in Europe, especially if other countries keep interfering. England and France do not want such a war to begin. They have agreed to strive to keep peace in Europe.

Now, as a result of the submarine piracy in the Mediterranean, England called a special meeting of the leading Mediterranean countries. This meeting was held last week at Nyon, in Switzerland. Italy and Germany refused to attend it.

The meeting, known as "the Conference on Piracy in the Mediterranean," quickly decided on a plan to stop the "pirates." France and England will send a fleet of 60 destroyers, and as many airplanes, to serve as a police force in the Mediterranean. They will fire on any submarine attacking a merchant ship.



This map shows the importance of the Mediterranean Sea to Europe. See how Italy's peninsula sticks out like a big boot.

MILES OF BIG DITCHES

Fill Them with Water and They Are Canals

DID YOU ever join two puddles of water by scratching a ditch between them with a stick? If you did, you built a canal, a little brother to the great Panama and Suez canals. A canal is simply a man-made ditch through which water flows.

There are two important kinds of canals. First is the drainage canal. This is used by farmers for irrigation. Second is the boat canal. This we may call a water highway, because that is exactly what it is. In the rest of this article, we will talk about boat canals, like the one in the pictures.

Boat canals have been used all over the world for many thousands of years. They are used by boats to carry goods from place to place. Today trains and automobiles travel much faster than canal boats, but often they charge more money to carry heavy loads than boats do. Because boats are cheaper to operate, they are used to carry coal, oil and steel along the canals and rivers of the country. There are nearly 3,000 miles of canals in the United States.

How does a canal work? Perhaps this question sounds foolish. If a canal is nothing more than a ditch filled with water, why does it have to work? Once it is built, can't it simply stand still while boats go back and forth in it? Yes, it can, but only if we build it in level country.

What would happen if we tried to build a canal on a hill? Let's use the two puddles and a ditch as examples. If we scratched a ditch between a puddle on top of a hill and another on the bottom, we would have left, not two puddles with a canal between, but one large puddle at the bottom! This would be true even if the hill were not very steep.

Canals can be built in hilly countries. When they are, there has to be some way to keep the water at the proper depth all through the canal. In hilly regions, builders try to make canals as level as possible. Sometimes they do this by digging through a hill. Sometimes they fill up a valley, and build up high banks on both sides of the canal to keep the water from spilling over. Sometimes they make the canal curve around a hill.

When they reach a hill they can't possibly avoid, they build the canal on different levels. In between each level a *lock* is built. Locks make it possible for a boat to go up or down from one level to another. A lock is a large concrete room, without a ceiling, and with a pair of folding iron gates at either end.

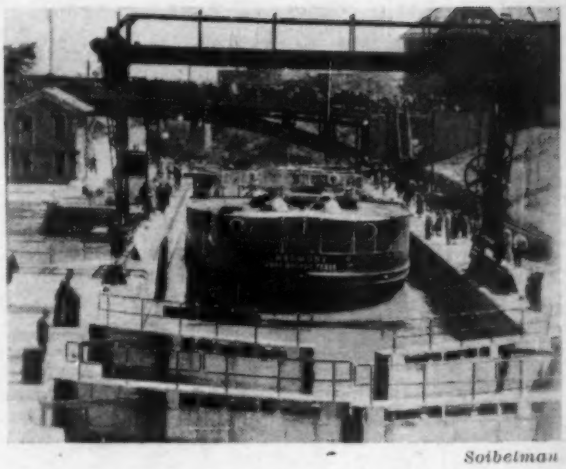
The easiest way to understand how a lock works is to follow a boat through one. The photographs show a boat going through a lock from the upper to the lower level of a canal. We have made a drawing on page 14 to show a boat going from the lower to the upper level.

Let's follow the boat in the photographs first. The boat moves slowly up to the lock along the upper level of the canal. When she comes up to the entrance, she finds the gates open, and enters. When she is fully in, the lock operator (a man who stays in a little house) pushes a button. This causes the upstream gates to swing closed behind the boat. Then he pushes another button. This opens the valve at the end of the outlet pipe. (See drawing on page 14.) Water begins to rush out of the lock chamber. Slowly the boat is lowered, just as a toy boat would be if you put it in a full tub and then let the water run out of the drain. When the lock water is level with that in the lower level of the canal, the lower gates are opened. The boat passes through on to the lower level of the canal, and goes on its way.

The boat in the drawing (page 14) does the same things the other way around. She floats into the lower lock chamber. Again the gates are closed. This time the inlet pipe is opened. The water flows in until it is even with the upper level of the canal. The upper gates open, and the boat goes on along the upper canal level.

Sometimes, when the slope is very steep, there are a number of locks, one right after the other. A boat passes from one to the other just as though it were going up steps.

Locks are also used in rivers. When a river is too shallow or its water flows too fast, a dam is built to hold the water back. Locks are built in the dam so that boats can go through. **Turn to page 14.**



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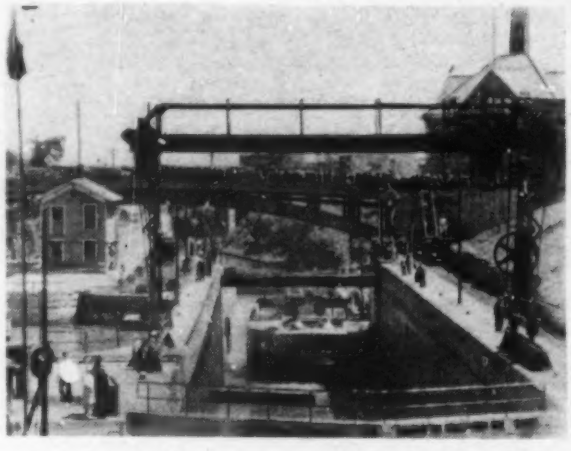

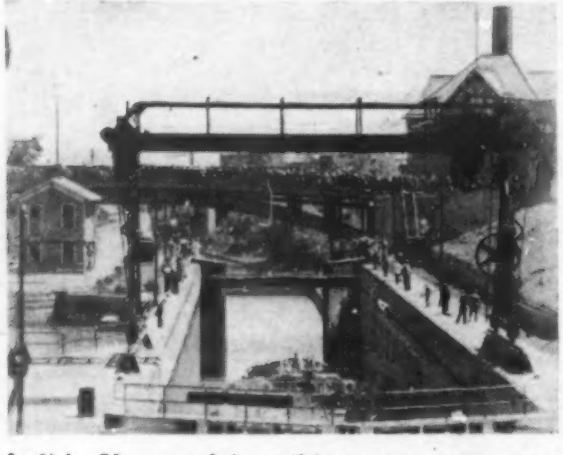

These three photographs show a boat in the Erie Canal locks at Lockport, N. Y. In the top picture, the boat has just entered the upper level. Read the article and follow the boat through.

UNCLE SAM ON WATCH

He is Guardian, Guide and Life Saver

S! O! S! A radio call for help comes from a small steamer off the coast of New England. At once a Coast Guard cutter sets out to the rescue. The steamer is sinking fast. But Coast Guard men are well trained. They save all the passengers and members of the crew, and bring them to shore.

Perhaps you have read stories or seen pictures of thrilling rescues by Coast Guard boats. In real life these rescues are often just as exciting as they are in stories. Every year the Coast Guard saves the lives of about 1,000 people and helps about 5,000 others.

The Coast Guard is part of the United States government. The men are trained in special Coast Guard schools and their wages are paid by the government. The Coast Guard's work of life-saving is probably the best-known service the government gives to ships. But the government helps ships in many other ways. We shall tell about a few of the most important of these.

The Coast Guard has other duties besides life-saving. In winter, Coast Guard boats keep harbors and rivers free of ice. They give tests to sailors on merchant ships to see that all of them know how to handle life boats. They prevent smuggling and enforce customs laws and laws about anchorage. Altogether there are about 4,000 men working for the Coast Guard.

Lighthouses

The government builds and takes care of lighthouses. This work is in charge of the Bureau of Lighthouses. Lighthouses have been used ever since men began to travel long distances by sea. Their lights warn ships of dangerous rocks, and helps them in keeping to their course.

Lightships are used in places where lighthouses cannot be built. These ships are strongly anchored and move only when they need repairs. The government keeps more than 50 lightships anchored off the shore of the United States.

Maps, Charts, Signals

The government supplies all sorts of information to help ships and sailors. Some of this information is broadcast by radio. Some is printed in the form of maps and guide books.

About the most important broadcast information is the regular report of the weather bureau. Time signals sent from the Naval Observatory in Washington are also useful to the men who guide ships.

Acme

The lighthouse on Fire Island, which guides ships approaching New York Harbor. The lighthouse keeper lives in the house nearby. Find Fire Island on your map.

The government prints many different kinds of maps and charts. Each year government workers make careful maps of the sea coasts and harbors. These maps show new lighthouses, new landing piers, and all other changes made during the year. They also make maps which show all the rivers and lakes. Other workers make charts that show how deep the sea is at certain places. These charts are important because the ocean bottom is always changing.

The government protects passengers on American merchant ships. It does this through its steamboat inspection service. Every American steamboat must be licensed by the Bureau of Steamboat Inspection. Before a license is given, government men inspect the boat. They test the engines, to see that they work properly. They test the materials out of which the boat is made, to see that they are strong and fireproof. They test the life boats and life preservers, to see that they are ready for use in case of an accident.

After the license is given, the boat is inspected once a year. Excursion boats are inspected four times a year.

All seamen must pass a government test in order to get jobs. Most officers are trained in naval schools. They too have to pass strict tests.

The government takes charge of

Turn to page 14.

All Hands on Deck

Wide World

Big ships of four nations tie up together. The Europa of Germany, the Rex of Italy, the Normandie of France, and the Berengaria of Great Britain (nearest). They are at their piers in the North River, New York.

Acme

A new ship goes down the ways, sliding out of the cradle in which it was built.

Bethlehem Steel

Looks like a big fish! The airplane carrier, Lexington, in dry dock for repairs.

"SAILORS lead a merry, merry life."

So say the words of an old song.

But sailors can be serious, too.

For many years they were paid low wages. They lived in crowded, dirty, smelly quarters (their quarters are called *the fo'c'sle*). They were given poor food to eat.

Seamen put up with these bad conditions for many years. A man who complained was told that he could "take it or leave it." Meaning that if he didn't like the way he was being treated, he could quit. Ship owners could easily get other men.

Seamen, like workers on land, finally decided that the only way to improve their lot was by organizing a union.

A ship owner in dealing with one seaman could tell him to go jump in the drink.

But when all the seamen (represented by the officers of their union) came with a complaint, the ship owner would be more likely to give them some of the things they wanted.

If the ship owner did not do so, the union could call a strike. All the men would stop work, the ships would stay moored to their docks, commerce would be crippled.

When a strike is called, ship owners try to hire other men, not members of the union. These men are called strike-breakers. Union men call them "scabs."

But it is becoming more and more difficult for the owners to hire strike-breakers. Strike-breaking is not a very pleasant kind of work, especially in the shipping business. Seamen are tough fellows. And when they are on strike, they make life miserable for the men who have taken the jobs the union men left.

An American seaman today is paid much more than he used to be. And his pay is more than double the pay of a British seaman. An American ordinary seaman receives $55 per month; a British, $22.

Because seamen's strikes stop the delivery of food and other necessities, the government has to help settle them. This would be where Mr. Kennedy's Commission comes in. (See "Shipping Ahoy" on page 3.)

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Right now the shipping business is having trouble of another kind.

To understand this trouble, you must first know about the many unions of workers connected with the shipping business.

When a boat is at sea, the seamen do all the work that is necessary on her.

When a boat comes into port, she is unloaded by longshoremen. They have their own union.

After the boat is unloaded, the freight is hauled away in trucks and wagons by teamsters. The teamsters have their own union.

The teamsters deliver the freight to warehouses, where warehousemen handle it. The warehousemen have their own union.

If all these unions worked together, they would have tremendous power.

But they don't. On the Pacific Coast, there is trouble between the teamsters and the longshoremen.

The teamsters' union belongs to the American Federation of Labor (A. F. of L.). The longshoremen's union belongs to the CIO (Committee for Industrial Organization), which is fighting the A. F. of L.

CIO wants every worker connected with shipping to join one big nationwide union. They call it the National Maritime Federation.

The A. F. of L. is opposed to this CIO policy. The A. F. of L. wants to continue its system of keeping the unions separated, according to crafts.

It all sounds very complicated. And it *is*. The important thing to remember is that seamen, longshoremen, and other workers in shipping, are organized in unions. And that the unions are not cooperating among themselves.

Junior Scholastic Recommends
The New Movie

ZOLA

Story of a Man of Great Courage

EMILE ZOLA, who is the hero of this film* was a man of great courage. He was a French writer, who risked fame and fortune in order to save another man from unjust punishment. The other man was Alfred Dreyfus, a captain in the French army. His superiors in the army, in order to cover up a mistake of their own, accused Dreyfus of treason.

Dreyfus was as innocent as a newborn babe. Yet the army chiefs had so much power that Dreyfus was kept for four years in solitary confinement in far-off Devil's Island. There he almost died of fever, filth and starvation.

In Paris, Madame Dreyfus (the prisoner's wife), tried to get the army chiefs to listen to reason. They would not do so, because if the whole truth were known, the army chiefs themselves would have been sent off to Devil's Island.

The film shows how Zola became interested in the Dreyfus case.

Zola was a famous writer who feared nobody. When he was sure a thing was wrong and unjust, he attacked it with all his might.

He was convinced that Dreyfus was innocent, and that the army chiefs had "framed" him. Madame Dreyfus gave Zola plenty of evidence to show that her husband was innocent.

So Zola went to work, and wrote an article, called "I Accuse," which he published. This article accused the army chiefs of hiding the real truth behind the Dreyfus case.

The army immediately arrested Zola, and at his trial he was found guilty. He escaped to England, so that he could carry on his fight to free Dreyfus. He continued to write in England, and sent his writings to Paris, where his publisher printed them and sold them. The people of France were gradually won over by Zola's writings. His arguments were convincing.

In face of all this, the army chiefs could conceal their guilt no longer. They confessed. They had known all the time that Dreyfus had had nothing to do with the treason plot.

Dreyfus was pardoned, and brought back to Paris. In a great ceremony, he was reinstated in the army and given the rank of general.

Zola also returned to France, soon to die. He had been writing some new books. Working late one night, he was so tired that he did not notice the escaping gas from the stove. Next morning he was found dead.

Zola hated injustices of all kinds. Many people say that they hate injustice, but they never do anything about it. Zola did something. And this film is an exciting story of the most famous thing that Zola did.

Paul Muni plays the part of Zola, and he gives a great performance. Joseph Schildkraut plays the part of Capt. Dreyfus, and he too, gives a first-class performance.

* The full title of the film is *The Life of Emile Zola*. Warner Brothers produced it.

At a mine explosion, Zola (right) learns that no safety devices had been provided by the mine owners. Zola then writes a book, attacking such cruelty.

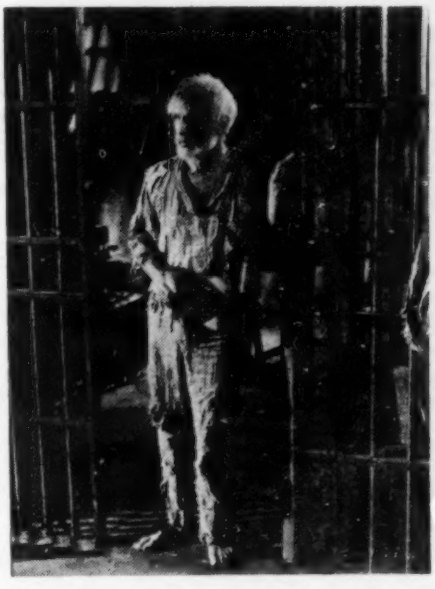
Zola reads "I Accuse" to his friends. Then he publishes it and is arrested. It was the truth about the Dreyfus case.

The Prisoner of Zenda

The Prisoner of Zenda (United Artists) is just the kind of grown-up fairy story we like. It has a king, a beautiful princess, and a couple of good villains. It is full of castles and dungeons, dark plots and sword fights.

An Englishman (Ronald Coleman) goes on a fishing trip to a kingdom in Europe. He arrives on the eve of the Coronation. The Crown Prince's name is Rudolf; so is the Englishman's; and they look like twins. When the Prince gets too drunk to be crowned King, his jealous brother Michael is about to seize the throne. Then the Englishman steps into the King's shoes. He also steps into a lot of trouble.

He rescues the real King from Zenda. He kills Black Michael. Then the King can go back to his throne and his Princess. And the Englishman back to his fishing.



After four years on Devil's Island, Dreyfus is freed. He had turned old and white from the filth and heat of the prison.

CANALS

Continued from page 10

Locks, such as we have described here, are used in canals and rivers all over the world. They were invented in Europe about 400 years ago. In plan they are much the same now as they were then. Of course, modern canals use electric power, and the construction is of steel and concrete instead of wood.

Perhaps you live near one of the many canals in the United States, and have watched boats go through. Few people know how very many canals there are, or how long a trip you can take by water and still be in the United States. If you have a big map, you can trace for yourself the course a boat can follow.

One of the longest trips a boat can make within our country is from New York City to Chicago, and then to New Orleans. The boat goes up the Hudson River, then through the New York State Barge Canal (better known as the old Erie Canal) to Lake Erie. It passes from Lake Erie to Lake Huron, then to Lake Michigan. At Chicago, the boat enters the Illinois and Michigan Canal, and then through several small rivers, which lead into the Illinois River. This flows into the Mississippi.

Here are the important canals a boat would pass to make this trip:

The Erie Canal. This connects the Hudson River at Albany with Lake Erie at Buffalo. It was built more than one hundred years ago, and is one of the oldest canals in America. Both passenger and freight boats have used it. The government has made it wider and deeper several times. In 1900 boatmen thought it should be made still larger. Its official name now is the New York State Barge Canal. Read on.

The New York State Barge Canal. This is a combination of the old Erie Canal and two or three other smaller canals. All of these canals were joined together and made wider and deeper. This large canal was finished in 1918. Many boats use it that could not use the old Erie Canal.

The Illinois and Michigan Canal. This connects Lake Michigan and the navigable waters of Illinois. It allows boats to go all the way from Lake Erie to the Gulf of Mexico. This canal was built about twenty years after the Erie Canal. The Illinois and Michigan Canal is narrow and cannot be used by very large boats.

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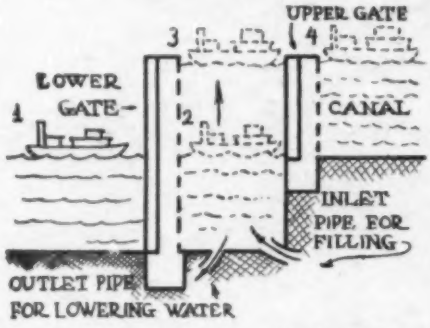
There are other important canal and river systems in the United States besides the one between New York, Chicago and New Orleans. Here are a few of them:

The Intracoastal Waterway. This is a large number of canals, rivers, bays, and inlets joined to form an inland water road, along the Atlantic and Gulf coasts, from Boston, Mass., to Miami, Fla., and then to the Rio Grande in Texas. This was planned to protect boats from the dangerous rocks and shallow waters that are found along any seacoast. The plan for this waterway is old. Even George Washington knew about it in Colonial times, and thought it was a good idea. No real work was done on it until about 25 years ago. Even now it is not all finished.

Sault Ste. Marie Canal. (This is pronounced Soo San Marie.) It is sometimes called St. Mary's Canal. It connects Lake Superior, St. Mary's River, and Lake Huron. Part of it belongs to Canada, and part to the United States. This canal is not a very long one, but it is important because most of the boats which travel on the Great Lakes have to go through it.

There are many other smaller canals in the United States. You can find some of these named in encyclopedias or in books about canals.



Boat "going up" a canal lock. (1) She approaches the lower gate. (2) She enters into the lower chamber. (3) The water rises and lifts her to the upper level. (4) Out she goes, on her way along the upper canal.

There are also many other canals in the world. The ones we hear about most are the Panama and Suez Canals.

The Panama Canal was built by the government of the United States about 25 years ago. It allows boats to go from the Atlantic Ocean to the Pacific Ocean or from the Pacific to the Atlantic without having to go around South America.

The Suez Canal was built by the government of England about 60 years ago. It allows boats to go between the Mediterranean and the Red Seas, without having to go all around Africa.

The newest great canal is a Russian one. It connects Moscow with the Volga River.

QUEEN MARY

Continued from page 5

reaches from the floor to the ceiling.

Rur—m, zing! Hear that? It is the roaring and hissing that never lets up, except when the engines are stopped. The engines have rhythm! Remember Fred Astaire dancing to them on a ship in the movie, *Shall We Dance?*

The instrument with the big glass dial is an engine telegraph, which receives messages and orders sent from the wheelhouse. Other dials show how fast the propellers are running, how high the steam pressure is, and how much fuel oil is being used. If we go into the boiler room we will see the 24 boilers which use 5,300 long tons of fuel oil on each crossing.

The engineer may show us his log, or record book, in which he keeps account of the engines and repairs and amount of fuel burned. Up on the bridge one of the navigating officers is also keeping a log of the speed of the boat, the weather, and conditions of the sea day by day.

When we pass Bishop's Rock, a lighthouse warns us that we are at the tip end of England. We must get our landing card from the purser at his office on the main deck. The purser manages all the business, accounts and passenger lists of the ship.

When we dock at Southampton we must go through the customs. As we walk on to the pier, we see a long table with men standing by. These are the customs officers, who will examine our baggage and see that we are not trying to smuggle anything into England. And when we return to the United States, Uncle Sam's inspectors will make a similar search of our baggage. If one of us has more than $100 worth of goods that he has purchased, he will have to pay a tax.

Before we dock we must say farewell to the friends we've made on the boat. Some of the ship's staff must be tipped for their services. We should take 10% of the amount we paid for our passage and divide that among our waiter, room steward and stewardess, bath steward, deck steward and any others who have given us special service. Naturally we will tip the largest amounts to the ones who have done most for us. Tipping is a bad custom, but we don't seem to be able to get rid of it on land or sea.

UNCLE SAM

Continued from page 11

improving rivers, lakes, and harbors. And gives permits to build bridges. A group of government men study waterways in all parts of the country. They try to see whether the various rivers, lakes, and harbors are wide and deep enough to carry all the ships that want to use them.

If they think a certain harbor should be made deeper, they plan how the work should be done, and bring their plan to Congress. If Congress thinks the plan is a good one, the government men go ahead and make the harbor deeper.

The government helps shipowners by lending them money to build new ships. (See "Shipping Ahoy!" page 3, which tells about the new U. S. Maritime Commission.)

SOME FUN

Kick-off

Frenchman: "Ou, la, la. I enjoy ze shoeball game so much."

Italian: You maka me laugh. Shoeball?"

Frenchman: "Shoeball, oui."

Italian: "Sucha ignorance. Not shoeball—feetball."

Some Pun

Miss Stanbury: "Betty, construct a sentence using the word *archaic.*"

Betty: We can't have archaic and eat it too.

Tall One

Pat: "Faith, Mike did oi iver tell yez the difference between the Washington monument and a leopard's tail?"

Mike: "No, and ye didn't."

Pat: "Sure and one is rooted to the spot whoile the ither is spotted to the root."

Mike Again

Mike was going to Dublin for the first time in his life, and his friend, Pat, was giving him a few hints on what to do and where to go in the city.

"What do I do when I go to the zoo?" asked Mike.

"You be careful about the zoo," advised Pat. "You'll see foine animals if you follow the words, 'To the Lions,' or 'To the Elephants,' but take no notice of the one, 'To the Exit,' for, Mike, it's a fraud, and it's outside I found myself when I went to look at it."—Pearson's.

•

"Is your father a good after-dinner speaker?"

"Yes; especially when he says 'Lets all go to the movies.'"

Christian Science Monitor.

•

Tourist (stopping his car on roadside): "How far is it to Smithville?"

Farmer: "Waal, it's about 24,999 the way you're goin', but if you turn around it ain't but four."

Sentinel.

The New Yorker

"I'm afraid you'll find us a bit changed since your great-great-grandfather was with us."

Johnny Weissmuller

MORE POWER TO YOU

Get in the Swim—"Crawl" Stroke

If you have been a wise person and have read all the other pages up to this one, you know a lot about how to go over water on a boat.

Now let's talk about going over water yourself, under your own "steam."

Everybody ought to learn to swim. Not only for the fun of it, but for safety's sake. Some day you may need to swim for your life, or to save somebody else's life.

The fastest swimming stroke is called, oddly, the crawl stroke. The word crawl suggests slowness, not speed. But, be that as it may, the crawl is the streamlined way of swimming.

We have taken a lesson from nature in this respect. The fish in the water and the birds in the air present, when in motion, as small a surface to air or water resistance as possible. This means, in the water, that the body must be as flat as possible. If the head and shoulders are carried much higher than the legs and lower trunk, the body will present a resistance (a drag). This will cause a waste of power. Therefore, streamlining of the body in the water is the way to efficiency in swimming.

American boys and girls interested in developing into capable swimmers, can do so if they practice.

The first step in learning the crawl is to learn to assume a horizontal position on the surface of the water with both arms fully extended above the head.

Stand in the water chest deep, bend the knees until the shoulders are submerged, extend arms, hands touching, full length in front of shoulders on the surface of the water, inflate lungs to capacity, push the feet putting face downward in the water between the extended arms. If the push is a vigorous one, the pupil will float in a horizontal position on the surface of the water. Try to hold the breath for four or five seconds.

When you are able to do this, pull one arm with cupped fingers downward under the body driving the water toward the feet. When the hand comes through to the hip, recover the arm through the air by bending the elbow, and then extend the arm its full length out in front. Alternate this action, first with the right and then the left arm.

Now for the flutter kick. Hold on to the side of the pool with one hand, place the other 18 inches below the surface of the water against the side of the pool. This will enable you to hold your body out straight, with the shoulders and body fully submerged. The body, from shoulders to toes, should be held horizontally. The legs are held close together and extended full length with the toes pointing back. Now start the action, thrashing the legs up and down in alternate beats. The legs move from the hips, but there is a slight bend at the knees and ankles. It is a short stroke, the down beat ending just below the hips and the up beat at the break of the water.

We now combine the float and kick and then add the arm actions. These are practiced while holding the breath, the pupil standing up to rest after three or four strokes. Next we attempt to breathe while swimming. Upon the extension of one arm, the head is turned on lateral pivot and the mouth opened while the face is turned to the side. The inhalation is made through the open mouth and never through the nose. On the recovery of the upper arm the head is turned into the water and the breath exhaled through the nostrils into the water. This permits the breath to go out slowly and prevents the sudden loss of buoyancy through too quick an exhalation.

MATCH YOUR WITS

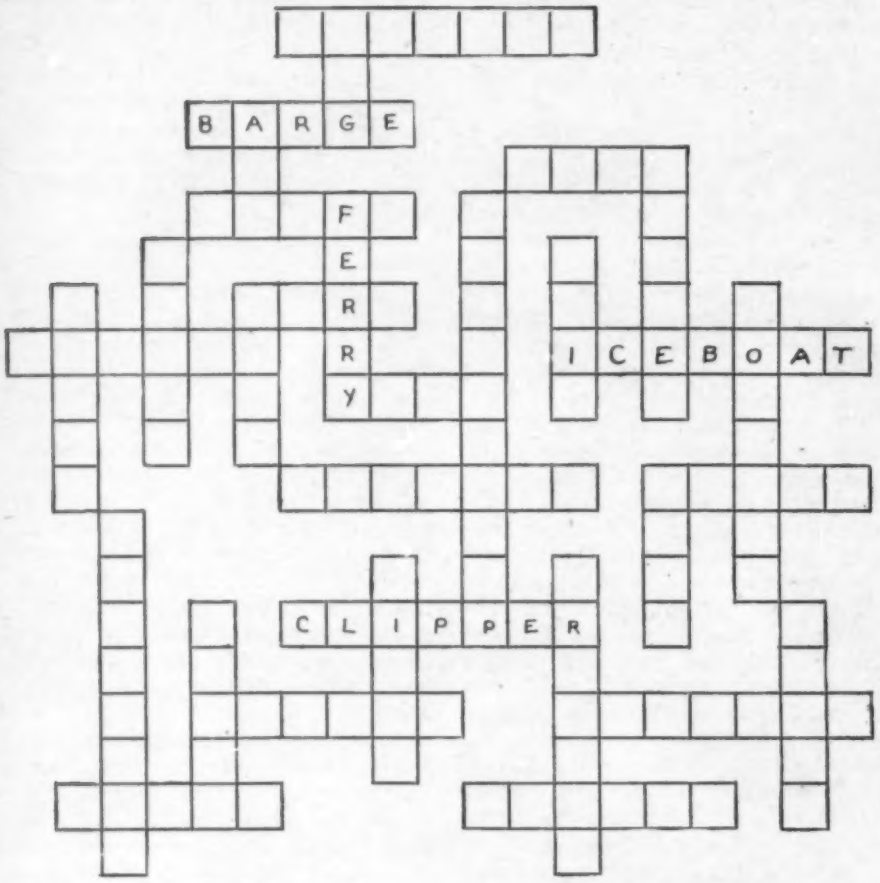
The Weekly Puzzle Page

By EUGENE SHEFFER

CRISS-CROSS CHANNEL PUZZLE

In this criss-cross puzzle (below) you must fill in the diagram with the names of the 31 kinds of boats given in the list below. We start you off with 4 of them—BARGE, FERRY, ICEBOAT, and CLIPPER. They are written in their proper places. Now use these words to help you fit the other horizontal and vertical words into their proper places in the puzzle. You must use every word given in the list. When you have done so, every square will be filled.

Launch	**Tender**	**Clipper**	**Canoe**
Cruiser	**Steamer**	**Iceboat**	**Lifeboat**
Yacht	**Yawl**	**Whaler**	**Ketch**
Warship	**Sloop**	**Battleship**	**Brig**
Dredge	**Skiff**	**Dory**	**Trawler**
Kayak	**Ark**	**Snow**	**Dhow**
Rowboat	**Ferry**	**Barge**	**Liner**
Scow	**Snipe**	**Tug**	



SCRAMBLE-GRAM

Each of the following lines contains the letters of a word which may be new to you. The letters, however, are not in their right order. You put them in their right order. Unscramble them.

GALDIN

Appears on p. 7. Used with words "bills of."

DUBERGEMS

Appears on p. 15, in swimming article.

SEREVER

Appears on p. 5, *Queen Mary* article.

GHILPT

Appears on p. 3, second column.

LAST WEEK'S ANSWERS

The answers to last week's ADD-A-GRAM and SCRAMBLE-GRAM puzzles are given below. Last week's CROSSWORD STORY PUZZLE solution is shown to the right.

The ADD-A-GRAM picture puzzle comes out as follows: FILAMENT, TEST-TUBE, ELEVATOR, RADIO, OIL.

The SCRAMBLE-GRAM words are: MONOPOLY, CRUCIAL, INVESTIGATE, TRANSPARENT, DOGGED.

RIVER RIDE

Looks Hard but is Easy

The names of 33 of the main rivers of the world are hidden in the square below. Ten of them are in the United States. Each river is at least 400 miles long. You may start your hunt with the letter in any square and move in any direction to the nearest touching square. You may move horizontally, vertically, or diagonally. In other words, you move just as the king moves in the game of checkers. We will give you a hint. The letter M in the first row begins the word MISSISSIPPI. In spelling out the names, you are allowed to return to the same square more than once if you have to. But remember that you may move from letter to letter only if the squares touch each other. Now see if you can find at least 20 of the rivers.

A	N	A	P	O	N	M
L	S	R	K	C	S	I
I	E	Y	U	O	I	S
G	N	M	L	R	P	P
A	B	I	A	D	E	O
W	H	R	O	N	I	B
O	I	N	G	C	U	G

SHIP TO PORT

Looks Easy but is Hard

Starting with the word SHIP, form a new word by changing only one letter. Then go on to the next line of squares and form another new word by changing one letter of the previous word. If you pick the right words, you can change SHIP to PORT in five jumps.

S	H	I	P
P	O	R	T